

SUMMARY OF THE 6TH INTERMODAL ADVISORY COUNCIL MEETING

Louisiana Statewide Transportation Plan

Meeting Date and Location

The sixth meeting of the Intermodal Advisory Council was conducted for the *Louisiana Statewide Transportation Plan Update* on July 22, 2003, at the Headquarters building of the Louisiana Department of Transportation and Development (DOTD) in Baton Rouge.

Meeting Attendees

The following persons attended the meeting:

Advisory Council Members/Representatives

F. E. "Hank" Lauricella, Council Chair
Darryl Saizan, New Orleans Airport
Tony Tramel, Lafayette Consolidated Government
Glenn Guillot, Southeastern Motor Freight
Chris Petro, Northwest Louisiana Council of Governments
Carmack Blackmon, Louisiana Railroads
Brad Thomas, Rubicon, Inc.
Roy Miller, Shreveport Airport Authority
John Polansky, Port of Baton Rouge
Justice Revius Ortique, Jr., Louis Armstrong New Orleans International Airport

Non-Member DOTD Staff

Eric Kalivoda, DOTD
Ken Perrett, DOTD
Dan Broussard, DOTD

Consultant Team Members

Butch Babineaux, Wilbur Smith Associates

Others

Sean Hunter, Louis Armstrong New Orleans International Airport

Meeting Purpose

The purpose of the meeting was to present potential sources and examples of new funding revenues to secure the additional \$250 million per year needed to implement recommended transportation improvements included in Scenarios 2 and 3 of the *Louisiana Statewide Transportation Plan*.

The welcome and introduction was given by Hank Lauricella, Chair of the Intermodal Advisory Council. Butch Babineaux, Wilbur Smith Associates and Eric Kalivoda, DOTD, then presented the potential revenue sources and revenue enhancement examples. Their presentations covered related information documented in Chapter 8 – Financing of the plan report, which was provided to meeting attendees.

It was emphasized that these potential funding sources and scenarios were only examples, which were requested by the LIIEP Commission at their last meeting on March 28, 2003 and they were not endorsed or recommended by DOTD, the LIIEP Commission, or any political subdivision of the state.

Any review comments on this funding element of the Plan should be provided to DOTD by August 1, 2003, to provide adequate time to incorporate suggested changes in the related presentation to be given to the LIIEP Commission on August 20, 2003.

Summary of Meeting Comments

- It should be clarified that funding Example 1 indicated on page 8-34 of the report is related to a 0.50 percent increase in the general sales tax not a new sales tax on motor fuels, which would require an amendment to the State Constitution.
- Funding examples 2 through 5 include increases to the fuel tax based on cents per gallon. An example should be given that is based on a percent increase in the fuel tax, which would better reflect inflation, changes in gas prices, and vehicle fuel efficiencies.
- The plan report should identify the estimated amount of transportation related funds that are currently being deposited in the state's General Fund instead of the Transportation Trust Fund (such as the truck registration fees) and the amount of monies currently deposited in Transportation Trust Fund but being used for non-related transportation items (state police operations, proper credit for the 4 percent sales tax on aviation fuel, etc.). This would provide elected officials with useful information and another funding alternative to consider for the plan implementation.
- DOTD should provide the funding scenarios and examples to the Louisiana Department of Revenue for their review and consensus.
- Special efforts should be given to providing the plan report and especially the potential funding sources to current gubernatorial candidates to allow them to express their opinions on this critical issue.
- Potential funding sources should be designed for indexing to account for inflation.
- DOTD and local governments can barely match federal transportation funds at this time so proposals to increase local matches up to 40 to 50 percent in the upcoming transportation bill would likely result in significant losses in available federal funds without additional sources of state and local revenues.
- DOTD should initiate an aggressive public information campaign to publicize their positive activities and progress in implementing needed transportation improvements throughout the state over past several years. This public information campaign should be designed to inform citizens of the funding that will be needed to implement the recommended transportation improvements included in the Statewide Transportation Plan.